

## II. Recommendations

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This report documents the development of the 2011 Montgomery County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the county.

### ***Implementation***

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Montgomery County and its municipalities. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Piedmont Triad RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

The following pages contain problem statements for each recommendation, organized by CTP modal element.

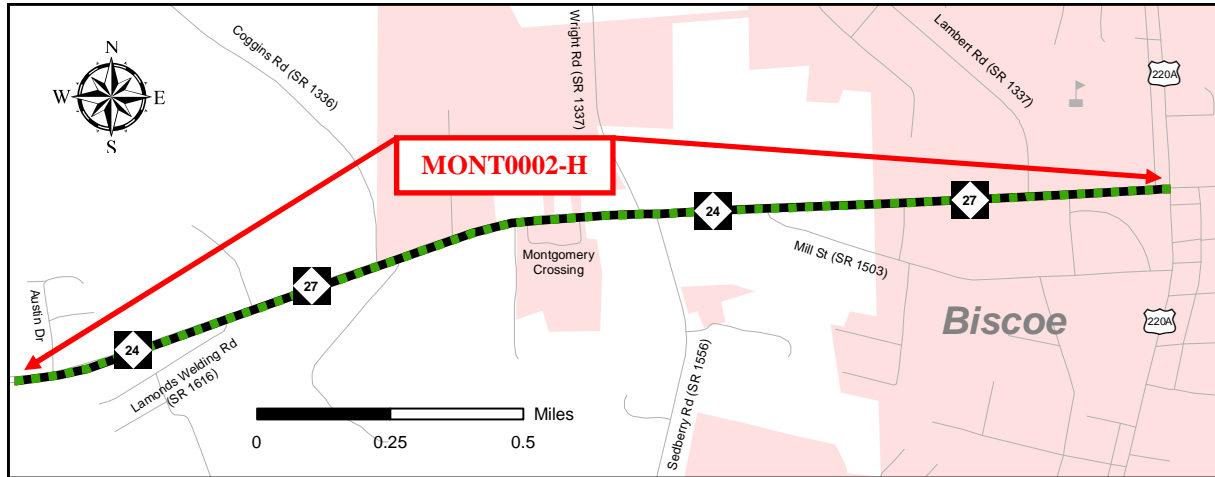
## Problem Statements

### HIGHWAY

NC 24-27 Proposed improvements from 0.1 miles west of Austin Drive to US 220A

Local ID: MONT0002-H

Last Updated: 9/9/2011



### Identified Problem

Existing NC 24-27 is projected to be over capacity by 2040 from Coggins Road (SR 1336) to US 220A. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

### Justification of Need

NC 24-27 is a major east-west corridor in central Montgomery County, connecting Biscoe with Troy and other rural parts of the county. The facility is a vital artery in moving people and goods through North Carolina, connecting Charlotte, Fayetteville, Jacksonville, and Morehead City

NC 24-27 is currently a 5-lane section with 12-foot lanes and a center left-turn lane from 0.1 miles west of Austin Drive to US 220A in Biscoe. West of Austin Drive, NC 24-27 is a four-lane divided facility. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN) and is a Strategic Highway Network (STRAHNET) route.

By 2040 the facility is projected to be over capacity from Coggins Road (SR 1336) to US 220A based on providing a LOS D. Traffic from Coggins Road (SR 1336) to Mills Street (SR 1503) is projected to increase from 16,000 vehicles per day (vpd) in 2010 to 32,000 vpd in 2040, compared to a LOS D capacity of 27,600 vpd. Traffic from Mills Street (SR 1503) to US 220A is projected to increase from 16,000 vpd in 2010 to 33,000 vpd in 2040, compared to a LOS D capacity of 27,600 vpd.

## **Community Vision and Problem History**

NC 24-27 is the only major east-west route that connects Montgomery County with Stanly County to the west and Moore County to the east. This section of roadway passes through the town of Biscoe. Through traffic from Stanly County to Moore County mixes with local traffic, causing delays. Most of Biscoe's commercial and strip development is along this section of NC 24-27. Providing access to these developments while maintaining a high level of mobility on this facility is a challenge, especially during peak hours.

Amenities and services that are not available in Montgomery County are found in Albemarle in Stanly County and Carthage in Moore County. NC 24-27 is the direct connection between these two areas.

The 2008 Comprehensive Regional Growth Plan Report produced by the Base Relocation and Closure (BRAC) Task Force profiles eleven counties surrounding Fort Bragg, including Montgomery County. While the BRAC Report does not document NC 24-27 in detail, it identifies the need for surrounding transportation improvements to better access Fort Bragg and its surrounding amenities.

This is the first time this deficiency has been identified on a transportation plan.

## **CTP Project Proposal**

### **Project Description**

The proposed project (Local ID No. MONT0002-H) is to convert the existing 5-lane facility from 0.1 miles west of Austin Drive to US 220A to a four-lane divided expressway. This project also includes sidewalks along portions of this facility.

The proposed improvements to NC 24-27 will help to reduce congestion and improve mobility in this area of Montgomery County.

### **Relationship to Land Use Plans**

The 2010 Montgomery County Land Use Plan indicates this currently developed area is planned as an economic development focus area and primary growth area. This area currently consists of both small and large commercial developments, including a Wal-Mart Supercenter, fast-food restaurants, gas stations, and other service-based establishments. There are also several smaller industrial businesses in this area. Primarily commercial and industrial development is expected to occur along this corridor.

### **Linkages to Other Plans and Proposed Project History**

The improvement proposal for NC 24-27 directly connects to the US 220A minor widening improvements. NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates this facility as an expressway through Montgomery County.

The 2008 BRAC Comprehensive Regional Growth Plan Report details the improvement of transportation facilities in an eleven-county area surrounding Fort Bragg, including Montgomery County. Improvement in this eleven-county area will more adequately handle military development at Fort Bragg, as well as amenities and services created as a result of this development.

The 2008 BRAC Comprehensive Regional Growth Plan Report can be viewed at the following website: [http://bracrft.com/community\\_impact.php](http://bracrft.com/community_impact.php)

### **Natural & Human Environmental Context**

Based on a planning level environmental assessment using available GIS data, none of the natural and human environmental features examined as a part of this study were identified in the immediate vicinity of the project.

### **Multi-modal Considerations**

The CTP includes recommendations for public transportation, bicycle and pedestrian facilities in Montgomery County.

Sidewalks currently exist along NC 24-27 from the Montgomery Crossing Shopping Center to US 220A. Sidewalks exist on the south side of this facility from US 220A to the Montgomery Crossing Shopping Center. Sidewalks exist on the north side of this facility from US 220A to just west of Craven Street. As part of this recommendation, sidewalks on the north side are recommended to be extended from just west of Craven Street to the Montgomery Crossing Shopping Center.

### **Public/ Stakeholder Involvement**

No significant issues associated with this project were identified during the public/stakeholder involvement process. However, there is a strong desire to be able to continue to effectively access amenities and services in this area via this facility.

### **US 220/Future I-73/74, TIP No. I-4406**

Based on North Carolina's vision for mobility and connectivity, US 220/Future I-73/74 from US 220A north of Star to US 220A south of Candor does not meet the future mobility and connectivity needs in Montgomery County and central North Carolina. This facility is intended to provide mobility in central North Carolina and, ultimately, connectivity between Virginia and South Carolina. US 220/Future I-74/74 is part of the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and updated on July 10, 2008.

US 220/Future I-73/74 is currently a four-lane divided freeway with 12-foot lanes. The proposed project (I-4406) is to upgrade the existing facility to interstate standards from US 220A north of Star to US 220A south of Candor.

### **US 220A, Local ID No. MONT0001-H**

US 220A is currently a 2-to-3 lane facility from Cotton Creek Road (SR 1369) in Star to 0.1 miles north of Pine Street in Biscoe. Mobility along this facility is hampered by the discontinuity of the existing cross section.

The proposed project (MONT0001-H) is to widen US 220A from 0.1 miles south of Cotton Creek Road (SR 1369) in Star to Shady Oak Drive in Biscoe, from two 12-foot lanes to two 14-foot lanes with an 11-foot center left-turn lane) and from Shady Oak Drive in Biscoe to 0.1 miles north of Pine Street in Biscoe, from two 11-foot lanes with 10-foot center left-turn lane to two 14-foot lanes with an 11-foot center left-turn lane.

### **NC 24-27, TIP No. R-2527**

NC 24-27 is currently a two-lane major thoroughfare from Stanly County to the proposed Troy Bypass (R-0603) and is projected to be near or over capacity in 2040. The 2012-2018 TIP includes project R-2527 that is intended to address this problem. The project consists of widening the existing facility from a two-lane major thoroughfare to a four-lane expressway. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **NC 24-27 Bypass (Troy), TIP No. R-0623**

NC 24-27 is currently a two-to-three lane major thoroughfare from west of Dogwood Avenue (SR 1615) to east of Glen Road (SR 1324) and is projected to be over capacity by 2040. The 2012-2018 TIP includes project R-0623 that is intended to address this problem. The project consists of constructing a four-lane expressway on new location from west of Dogwood Avenue (SR 1615) to east of Glen Road (SR 1324), including connections between the proposed bypass and: existing NC 24-27 west of Dogwood Avenue, Glen Road (SR 1324), and NC 24-27 near Page Street (SR 1332). The latter connection also includes the realignment of the existing NC 24-27/Page Street (SR 1332) intersection. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **NC 24-27, TIP No. R-2107B**

NC 24-27 is currently a two-lane major thoroughfare from US 220A to US 220 in Biscoe and is projected to be over capacity by 2040. The 2012-2018 TIP includes project R-2107B that is intended to address this problem. The project consists of constructing a four-lane divided facility from US 220A to US 220 in Biscoe. This project is currently under construction. For additional information about this project, including Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **NC 24-27, TIP No. R-2528**

Based on North Carolina's vision for mobility and connectivity, NC 24-27 from US 220 to the Carthage Bypass in Moore County does not meet the future mobility and connectivity needs in Montgomery County and central North Carolina. This facility is intended to provide mobility in Montgomery County and, ultimately, connectivity between Morehead City and Charlotte. NC 24-27 is part of the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and updated on July 10, 2008.

NC 24-27 is currently a 2-lane facility with 12-foot lanes from US 220 to Moore County. The proposed project (R-2528) is to widen the existing facility to a four-lane expressway from US 220 to the Carthage Bypass in Moore County. As development occurs along this corridor, every effort should be made to limit access in order to maintain mobility and connectivity.

### **NC 211, TIP No. R-2591**

Existing NC 211 is projected to be near capacity by 2040 from US 220 to Moore County. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

Traffic from US 220 to McAuley Farm Road (SR 1508) is projected to increase from 7,500 vehicles per day (vpd) in 2010 to 13,800 vpd in 2040, compared to a LOS D capacity of 16,500 vpd. Traffic from McAuley Farm Road (SR 1508) to Moore County is projected to increase from 7,000 vpd in 2010 to 12,600 vpd in 2040, compared to a LOS D capacity of 14,600 vpd.

The proposed project (TIP No. R-2591) is to widen NC 211 from two lanes to a four-lane divided expressway from US 220 to US 15-501 in Moore County, with a bypass of Pinehurst.

## **Minor Widening Improvements**

The following routes do not have capacity issues, but are recommended to be upgraded.

- **MONT0003-H:** NC 73 – From Peedee Rd (SR 1174) to 0.1 miles north of Pleasant Valley Road in Mount Gilead, widen from two 10-foot lanes to two 12-foot lanes with five-foot paved shoulders
- **MONT0004-H:** NC 73 – From 0.3 miles southeast of NC 731 in Mount Gilead to Richmond County, widen from two 10-to-11 foot lanes to two 12-foot lanes with five-foot paved shoulders
- **MONT0005-H:** NC 73 – Richmond County to Moore County, widen from two 10-foot lanes to two 12-foot lanes with five-foot paved shoulder
- **MONT0006-H:** NC 109 – From Randolph County to NC 24-27 in Troy, widen from two 10-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **MONT0007-H:** NC 109 – From NC 731 in Mount Gilead to Richmond County, widen from two 10-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **MONT0008-H:** NC 109B – From NC 109 to NC 134 in Troy, widen from two 11-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **MONT0009-H:** NC 731 – From Park Avenue in Mount Gilead to US 220A near Candor, widen to from two 11-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **MONT0010-H:** Bandy Road (SR 1311) – From NC 134 to Ether Road (SR 1349), widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0011-H:** Belford Church Road (SR 1524) – From US 220A to Windblow Road (SR 1103), widen from 9 to 12-foot lanes with 5-foot paved shoulders
- **MONT0012-H:** Black Ankle Road (SR 1354) – From Ether Road (SR 1349) to I-73/74-US 220, widen from two 9-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0013-H:** Blaine Road (SR 1156) – From Davidson County – NC 109, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0014-H:** Candor-Troy Road (SR 1519) – From Troy-Candor Road (SR 1554) to US 220A near Candor, widen from 11-foot lanes to 12-foot lanes with 5-foot paved shoulders
- **MONT0015-H:** Coggins Mine Road (SR 1301) – From Randolph County to Center Methodist Church Road (SR 1134), from two 8-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0016-H:** Dairy Road (SR 1138) – From NC 109 in Troy to NC 24-27-109 in Troy, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0017-H:** Ether Road (SR 1349) – From Black Ankle Road (SR 1354) to Bandy Road (SR 1311), widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0018-H:** Flint Hill Road (SR 1306) – From Ophir Road (SR 1134) to Abner Road (SR 1311), widen from two 8 to 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0019-H:** Glenn Road (SR 1324) – From NC 134 in Troy to NC 24-27, widen from two 10-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **MONT0020-H:** Lovejoy Road (SR 1310) – From Flint Hill Road (SR 1310) to Shiloh Road (SR 1138) in Troy, widen from two 9 to 10-foot lanes to 11-foot lanes with 4-foot paved shoulders

- **MONT0021-H:** McCallum Road (SR 1516) – From Pekin Road (SR 1005) to Lovin Hill Road (SR 1563), widen from two 9-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0022-H:** Mount Carmel Church Road (SR 1134) – From NC 109 to Vestal Road (SR 1139), widen from two 8-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0023-H:** Okeewemee Road (SR 1323) – From Okeewemee-Star Road (SR 1340) to NC 134 in Troy, widen from two 9-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0024-H:** Okeewemee-Star Road (SR 1340) – From Okeewemee Road (SR 1323) to Mabe Road (SR 1343), widen from two 9-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0025-H:** Ophir Avenue (SR 1310) – From Lovejoy Road (SR 1310) in Troy to 0.1 miles west of NC 134 in Troy, widen from two 9-foot lanes to two 11-foot lanes with 5-foot paved shoulders
- **MONT0026-H:** Ophir Road (SR 1134) – From Flint Hill Road (SR 1306) to NC 109, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0027-H:** Page Street (SR 1332) – From Wood Street (SR 1383) in Troy to 0.1 miles east of Bruton Street (SR 1333) in Troy, widen from two 11-foot lanes to two 12-foot lanes with 5-foot paved shoulders
- **R-2314:** Pekin Road (SR 1005) – From Troy Town Limits to Richmond County, widen from two 9 to 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0028-H:** River Road (SR 1150) – From NC 109 to NC 73, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0029-H:** Shiloh Road (SR 1138) – From Lovejoy Road (SR 1310) in Troy to NC 109 in Troy, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0030-H:** Tabernacle Church Road (SR 1524) – From NC 731 to I-73/74-US 220, widen from two 9-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0031-H:** Vestal Road (SR 1139) – From Mt Carmel Church Road (SR 1134) to Dairy Road (SR 1138), widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders
- **MONT0032-H:** Warner Road (SR 1139) – From Dairy Road (SR 1138) to Poole Road (SR 1140) near Troy, widen from two 10-foot lanes to two 11-foot lanes with 4-foot paved shoulders

## **PUBLIC TRANSPORTATION & RAIL**

The Aberdeen Carolina and Western Railway Company operates approximately 34.5 miles of railroad from Aberdeen to Star and Candor. This Class III Railroad connects to the CSX Railroad in Aberdeen. The railroad serves approximately 18 industries, dealing mainly in forestry and agricultural products.

There are currently no fixed route public transportation services within Montgomery County. During the development of the CTP, a need was identified for the Regional Coordinated Area Transportation System (RCATS), a non-profit group operating under the Montgomery County Council of Aging, Inc., to pursue development of a flexible fixed route service throughout the county to connect with the proposed Park-and-Ride lots in Biscoe, Candor, Mount Gilead, and Troy. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT.

The CTP process identified potential locations for Park-and-Ride lots throughout the county as listed below:

- Near the US 220A/Shady Oak Drive intersection in Biscoe
- Near the US 220A/NC 211 intersection in Candor
- Near the NC 73/NC 731 intersection in Mount Gilead
- Near the NC 24-27/NC 109 Business intersection in Troy

These proposed park-and-ride lots could be used for carpooling purposes to destinations in and out of Montgomery County. The final locations of these proposed park-and-ride lots would be subject to agreements with property owners and be in accordance with all local ordinances.

## **BICYCLE**

State Bicycle Route #6 passes through the northwestern part of the county. Additionally, the Piedmont Triad Rural Planning Organization identified five bicycle routes as well as connector routes in the 2005 Regional Bicycle Study, which were incorporated into the CTP.

On-road bicycle facilities that have been identified as needing improvement are shown in the Bicycle Map.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide outside lanes.
- Shoulder sections require a minimum 4-ft paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54" railings.

## **PEDESTRIAN**

The Piedmont Triad Rural Planning Organization completed the 2007 Regional Sidewalk Inventory for the municipalities of Montgomery County. These features are shown on the Pedestrian Map as existing sidewalks or sidewalks that need improvement.

During the development of the Montgomery County CTP, several facilities were identified as needing new sidewalks. These needs are identified below.

### **Biscoe:**

#### Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **MONT0001-P:** US 220A, from Pine Street to Factory Street and from Bruton Street (SR 1501) to 0.1 miles south of Stewart Street
- **MONT0002-H:** NC 24-27, from 0.1 miles west of Sedberry Road (SR 1556) to 0.1 miles east of Mill Street (SR 1503)
- **MONT0002-P:** Aileen Avenue, from Capel Street to Leach Street
- **MONT0003-P:** Arrow Street, from Pine Street to end of facility
- **MONT0004-P:** Brooks Street, from Mill Street to 0.1 miles north of Stewart Street
- **MONT0008-P:** College Street, from Anchor School to Page Street
- **MONT0010-P:** Lambert Road (SR 1337), from 0.1 miles north of Green Street to NC 24-27
- **MONT0011-P:** Leach Street (SR 1628), from US 220A to Jupiter Drive
- **MONT0010-P:** Mill Street (SR 1503), from 0.1 miles west of Brooks Street to Railroad Street

#### Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

- **MONT0001-H:** US 220A, from Shady Oak Drive to Pine Street
- **MONT0001-P:** US 220A, from Factory Street to Bruton Street (SR 1501) and from 0.1 miles south of Stewart Street to East Montgomery Middle School
- **MONT0004-P:** Brooks Street, from 0.1 miles north of Stewart Street to Leach Street (SR 1628)
- **MONT0005-P:** Bruton Street (SR 1501), from US 220A to Biscoe Town Limits
- **MONT0006-P:** Cedar Street, from NC 24-27 to Church Street
- **MONT0007-P:** Church Street, from US 220A to Cedar Street
- **MONT0009-P:** Green Street, from Lambert Road (SR 1337) to US 220A
- **MONT0012-P:** Mill Street (SR 1503), from NC 24-27 to 0.1 miles west of Brooks Street and from 0.1 miles west of US 220A to US 220A
- **MONT0013-P:** Oak Street, from NC 24-27 to Church Street
- **MONT0014-P:** Pine Street, from US 220A to Church Street
- **MONT0015-P:** Stewart Street, from Brooks Street to US 220A

#### Multi-use path – Recommended

- **MONT0001-M:** West side of US 220A, from Leach Street (SR 1628) to East Middle School

## **Candor:**

### Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **MONT0016-P:** US 220A, from 0.1 miles south of South Whiskey Road (SR 1608) to 0.3 miles south of East Randolph Street
- **MONT0017-P:** NC 211, from US 220A to 0.1 miles west of Industrial Road (SR 1614)

### Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

- **MONT0016-P:** US 220A, from Vivian Street (SR 1511) to 0.1 miles south of Vivian Street (SR 1511) and from 0.3 miles south of Randolph Street to McCaskill Road (SR 1515)
- **MONT0017-P:** NC 211, from 0.1 miles west of Industrial Road (SR 1614) to I-73/74-US 220
- **R-2591:** NC 211, from I-73/74-US 220 to Farmers Market Road (SR 1573)
- **MONT0018-P:** Currie Road (SR 1518), from Morgan Street to West Railroad Street (SR 1517)
- **MONT0019-P:** McCaskill Road (SR 1515), from US 220A to Old Whiskey Road (SR 1608)
- **MONT0020-P:** West Railroad Street (SR 1517), from Currie Road (SR 1518) to US 220A
- **MONT0021-P:** Vivian Street (SR 1511), from US 220A to East Candor Town Limits
- **MONT0022-P:** South Whiskey Road (SR 1608), from US 220A to South Candor Town Limits

## **Mount Gilead:**

### Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **MONT0023-P:** NC 109, from Williams Street (SR 1121) to 0.1 miles north of NC 73
- **MONT0024-P:** NC 731, from 0.2 miles west of NC 109 to NC 109 and from NC 73 to 0.1 miles east of Haywood Lane
- **MONT0025-P:** East 2nd Avenue, from NC 73 to 0.1 miles east of NC 73
- **MONT0031-P:** South School Street, from NC 731 to 0.1 miles south of NC 731 and from 0.1 miles north of West Haywood Lane to West Haywood Lane

### Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

- **MONT0003-H:** NC 73, from Parkertown Road (SR 1108) to Pleasant Valley Road
- **MONT0023-P:** NC 109, from 0.1 miles north of NC 73 to 0.2 miles south of Haywood Lane
- **MONT0024-P:** NC 731, from 0.1 miles west of East Haywood Lane to Park Avenue
- **MONT0025-P:** East 2nd Avenue, from 0.1 miles west of Sunrise Avenue to Sunrise Avenue
- **MONT0025-P:** West 2nd Avenue, from NC 109 to 0.1 miles east of NC 73
- **MONT0026-P:** East Haywood Lane, from NC 73 to NC 731
- **MONT0026-P:** West Haywood Lane, from NC 109 to South School Street
- **MONT0027-P:** East Ingram Street, from NC 73 to Park Avenue
- **MONT0027-P:** West Ingram Street, from NC 109 to NC 73
- **MONT0028-P:** Marshall Street, from Washington Park Road to NC 109

- **MONT0029-P:** Park Avenue, from East Ingram Street to NC 731
- **MONT0030-P:** Parkertown Road (SR 1108), from Washington Park Road to NC 73
- **MONT0031-P:** South School Street, from 0.1 miles south of NC 731 to 0.1 miles north of Haywood Lane
- **MONT0032-P:** Sunrise Avenue, from NC 109 to East Ingram Street
- **MONT0033-P:** Washington Park Road, from Parkertown Road (SR 1108) to Marshall Street

#### **Star:**

##### Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **MONT0034-P:** Center Street, from 0.1 miles west of Smith Street to Smith Street
- **MONT0035-P:** Depot Street, from US 220A to 0.1 miles east of US 220A

##### Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

- **MONT0001-H:** US 220A, from 0.1 miles south of Cotton Creek Road (SR 1369) to Shady Oak Drive
- **MONT0034-P:** Center Street, from US 220A to 0.1 miles west of Smith Street
- **MONT0036-P:** East Street from US 220A to Smith Street
- **MONT0037-P:** Smith Street, from East Street to Center Street

##### Multi-use path – Recommended

- **MONT0002-M:** South side of Spies Road (SR 1002), from US 220A to Railyard Road (SR 1397)

#### **Troy:**

##### Sidewalks – Needs Improvement (Sidewalks needed on one side of a facility)

- **MONT0035-P:** NC 24-27-109, from 0.1 miles west of Wade Avenue to Reynolds Street
- **MONT0008-H:** NC 109 Business, from NC 109 to NC 134
- **MONT0039-P:** NC 134, from Brown Street to 0.1 miles north of Johnson Road
- **MONT0040-P:** Blue Street, from West Fairground Avenue to West Clairmont Street
- **MONT0041-P:** Broughton Street, from NC 134 to Allen Street
- **MONT0042-P:** Crouch Street, from West Roswell Street to NC 109 Business
- **MONT0044-P:** West Fairground Avenue, from Queen Street to South Main Street (SR 1005)
- **MONT0046-P:** Guilford Street, from 0.1 miles west of Tremont Street to Tremont Street
- **MONT0048-P:** Johnson Road, from 0.1 miles west of NC 134 to NC 134
- **MONT0049-P:** South Main Street (SR 1005), from 0.1 miles south of Spring Street to Barnhill Street
- **MONT0050-P:** West Main Street, from NC 109 to Elm Street
- **MONT0051-P:** Nance Street, from Triumph Street to end of facility
- **MONT0052-P:** Ophir Avenue, from Tremont Street to 0.1 miles east of Tremont Street and from 0.1 miles west of NC 134 to NC 134
- **MONT0053-P:** Page Street (SR 1332), from NC 134 to 0.1 miles east of NC 134
- **MONT0054-P:** South Pearl Street, from 0.1 miles south of Spring Street to Barnhill Street

- **MONT0055-P:** Princess Street, from Queen Street to Rush Avenue
- **MONT0056-P:** Queen Street, from Wooley Street to West Fairground Avenue
- **MONT0058-P:** West Roswell Street, from NC 109 Business to 0.1 miles east of Tremont Street
- **MONT0061-P:** Tremont Street, from West Roswell Street to Guilford Street
- **MONT0063-P:** Wood Street (SR 1383), from Bruton Street (SR 1333) to Page Street (SR 1332)

Sidewalks – Recommended (Sidewalks needed on both sides of a facility)

- **MONT0006-H:** NC 109, from Triumph Street to NC 24-27
- **MONT0008-H:** NC 109B, from Tremont Street to North Liberty Street
- **MONT0039-P:** NC 134, from Okeewemee Road (SR 1323) to Brown Street and from 0.1 miles north of Johnson Road to Ophir Avenue (SR 1310)
- **MONT0041-P:** Broughton Street, from Allen Street to Wood Street (SR 1383)
- **MONT0042-P:** Eldorado Street, from NC 109B to West Main Street
- **MONT0045-P:** Greensboro Street, from Staley Street to NC 109B
- **MONT0046-P:** Guilford Street, from Tremont Street to NC 134
- **MONT0047-P:** Hanover Street, from NC 24-27-109B to Wooley Street
- **MONT0048-P:** Johnson Road, from Lovejoy Road (SR 1310) to 0.1 miles west of NC 134
- **MONT0025-H:** Ophir Avenue (SR 1310), from Lovejoy Road (SR 1310) to Tremont Street
- **MONT0053-P:** Page Street (SR 1332), from 0.1 miles east of NC 134 to Wood Street (SR 1383) and from 0.1 miles east of Bruton Street (SR 1333) to 0.3 miles west of NC 24-27
- **MONT0027-H:** Page Street (SR 1332), from Wood Street (SR 1383) to 0.1 miles east of Bruton Street (SR 1333)
- **MONT0054-P:** South Pearl Street, from East Spring Street to 0.1 miles south of East Spring Street
- **MONT0055-P:** Princess Street, from Hanover Street to Queen Street
- **MONT0056-P:** Queen Street, from NC 24-27-109B to Rush Avenue
- **MONT0057-P:** Reynolds Street, from NC 24-27-109 to Wooley Street
- **MONT0059-P:** West Spring Street from NC 109 to NC 24-27-109B
- **MONT0059-P:** West Spring Street from South Main Street (SR 1005) to South Pearl Street
- **MONT0060-P:** Stanley Street, from 0.1 miles north of West Fairground Avenue to West Fairground Avenue
- **MONT0061-P:** Tremont Street, from West Roswell Street to NC 109B
- **MONT0062-P:** Watkins Street, from NC 24-27-109 to Wooley Street
- **MONT0064-P:** Wooley Street, from Hanover Street to Reynolds Street